IN THE CLAIMS:

Please amend the claims as follows and add new claims 26-36:

1. (Original) A combination, comprising:

a trailer;

a first support member secured to said trailer;

a second support member secured to said first support member, said second support member being telescopically received within said first support member and being movable between raised and lowered positions;

a first cross member;

first means for moving said second support member between said raised and lowered positions upon rotation of said first cross member, said first cross member being operably connected to said first moving means;

a second cross member; and

a drive, said drive comprising:

a motor; and

a first drive shaft operably connected to said motor, said first drive shaft having first and second end portions, said first end portion being affixed to said first cross member and said second end portion being affixed to said second cross member.

2. (Original) The combination of claim 1, further comprising:

a third support member secured to said trailer;

a fourth support member secured to said third support member, said fourth support member being telescopically received within said third support member and being movable between raised and lowered positions;

second means for moving said fourth support member between said raised and lowered positions upon rotation of said second cross member, said second cross member being operably connected to said second moving means.

3. (Original) The combination of claim 2, wherein:

said first cross member comprises a first pipe, said first pipe having first and second apertures passing therethrough;

said first end portion of said first drive shaft having a first aperture passing therethrough; and

further comprising, a first rigid member, said first rigid member being affixed within said first and second apertures of said first pipe and within said first aperture of said first end portion of said first drive shaft.

4. (Original) The combination of claim 3, wherein:

said second cross member comprises a second pipe, said second pipe having first and second apertures passing therethrough;

said second end portion of said first drive shaft having a first aperture passing therethrough; and

further comprising a second rigid member, said second rigid member being affixed within said first and second apertures of said second pipe and within said first aperture of said second end portion of said first drive shaft.

5. (Original) The combination of claim 1, wherein said first cross member comprises a first pipe having an outer diameter that is substantially within a range of from approximately 1 inch to approximately 1.5 inches.

6. (Original) The combination of claim 5, wherein said second cross member comprises a second pipe, said first pipe having an outside diameter that is approximately 1.25 inches and said second pipe having an outside diameter that is approximately 1.25 inches.

7. (Original) The combination of claim 1, wherein said first drive shaft has a plurality of gear teeth formed in an intermediate portion thereof.

8. (Original) The combination of claim 1, wherein said drive further comprises:

a second drive shaft operably connected to said motor;

at least one gear operably connecting said second drive shaft to said first drive shaft; and a housing, said motor, said second drive shaft, and said at least one gear being disposed within said housing, and at least a portion of said first drive shaft being disposed within said housing.

9. (Currently Amended) The combination of claim 8, wherein said first drive shaft is disposed substantially parallel to said second drive shaft and wherein the first drive shaft rotates at a lower rate than the second drive shaft.

10-25. (Cancelled).

26. (New) The combination of claim 1, wherein the first end portion is directly affixed to the first cross member and the second end portion is directly affixed to the second cross member, and wherein the drive is powered by an existing power supply of a tractor or towing vehicle when electrical wiring of the trailer is connected to an electrical system of the tractor or towing vehicle.

27. (New) The combination of claim 1, wherein the drive is disposed between and in line with the first and second cross member.

28. The combination of claim 27, wherein a gear reducing member is disposed near a second end of the second cross member generally in line with the drive and the first and second cross members.

29. (New) The combination of claim 1, wherein the drive comprises a housing, the first and second end portions of the first drive shaft extending through opposite sides of the housing.

30. (New) The combination of claim 1, wherein the first end portion of the first drive shaft is affixed to an end of the first cross member and a second end portion of the first drive shaft is affixed to an end of the second cross member.

31. (New) The combination of claim 30, wherein the first end portion of the first drive shaft is directly affixed to an end of the first cross member and the second end portion of the first drive shaft is directly affixed to an end of the second cross member.

32. (New) The combination of claim 1, wherein the first drive shaft is at least partially disposed within the drive.

33. (New) The combination of claim 1, wherein the drive is mounted between the first cross member and the second cross member.

34. (New) The combination of claim 33, wherein the drive shaft is mounted between and generally coaxial with the first cross member and the second cross member.

35. (New) The combination of claim 34, wherein the drive shaft is mounted within a removed segment between the first cross member and second cross member.

36. (New) The combination of claim 1, wherein a housing of at least a portion of the drive comprises a first aperture through a first side of the housing and a second aperture through a second side of the housing, the first and second sides of the housing generally opposite and across the housing from one another, the first drive shaft passing through the first and second apertures and the first and second ends of the first drive shaft being disposed outside of the housing.